AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

Claim 1 (currently amended): 1. An engine valve train comprising:

a camshaft supported on a camshaft holder and driving inlet valves to open and close via inlet rocker arms;

an electromagnetic actuator mechanism including an armature;

a holding rod connected to the armature and pressing against a stem end of the inlet valve so as to hold the inlet valve in an open state; and,

a hydraulic damper mechanism absorbing an impact which is generated by the inlet valve via the holding rod when the inlet valve is released from being held by the electromagnetic actuator mechanism so as to be restored to a closed state and is then seated,

wherein the hydraulic damper mechanism is supported on the camshaft holder.

Claim 2 (original): The engine valve train as set forth in claim 1, wherein the camshaft holder is an integrated body connected together in a direction in which a plurality of cylinders are arranged, and wherein the hydraulic damper mechanism is provided at a connecting portion of the camshaft holder.

Claim 3 (original): The engine valve train as set forth in claim 1, wherein the hydraulic damper mechanism is provided coaxially with and below the electromagnetic actuator mechanism, and wherein the hydraulic damper mechanism is accommodated in the interior of the camshaft holder.

Claim 4 (original): The engine valve train as set forth in claim 2, wherein the hydraulic damper mechanism is provided coaxially with and below the electromagnetic actuator mechanism, and wherein the hydraulic damper mechanism is accommodated in the interior of the camshaft holder.

Claim 5 (original): The engine valve train as set forth in claim 3, wherein the hydraulic damper mechanism is provided with a holding rod passage hole through which the holding rod of the electromagnetic actuator mechanism is allowed to pass, the holding rod passage hole also functioning as a vent hole for venting air from an oil chamber of the hydraulic damper mechanism.

Claim 6 (original): The engine valve train as set forth in claim 4, wherein the hydraulic damper mechanism is provided with a holding rod passage hole through which the holding rod of the electromagnetic actuator mechanism is allowed to pass, the holding rod passage hole also

functioning as a vent hole for venting air from an oil chamber of the hydraulic damper mechanism.

Claim 7 (original): The engine valve train as set forth in claim 1 further comprising: a pair of armature fixing mechanisms disposed in the interior of the camshaft holder so as to hold the hydraulic damper mechanism.

Claim 8 (original): The engine valve train as set forth in claim 7, wherein each armature fixing mechanism includes a cylinder formed in the camshaft holder, a piston which slidably fits in the cylinder, a return spring for biasing the piston upwardly, an oil chamber formed in an upper surface of the piston and an armature locking member which protrudes upwardly from the upper surface of the piston for abutment with a lower surface of a projection from the armature.